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temptation against which all historians need to guard, but the historian who indulges in supposition may always be detected. One instance of interpreting history by supposition is found on page 350 of the volume, where the origin of the Industrial Commission is explained in a footnote. The following statement is made: "The trust question reached an acute stage. President McKinley determined to resort to his favorite plan—the commission idea. The Industrial Commission was appointed by him to consider all phases of industrial life in the United States." As a matter of fact, President McKinley had nothing whatever to do in promoting the legislation establishing the Industrial Commission.

In spite of its shortcomings, the book will be of great service to every student of the tariff and reciprocity. The appendices, as well as the body of the book, constitute a compendium of information of which all future students of the subject will be certain to make use.

EMORY R. JOHNSON.

*University of Pennsylvania.*

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*American Railways.* By EDWIN A. PRATT. Pp. viii, 309. Price, \$1.25. London and New York: Macmillan Co., 1903.

This book is largely a reprint from articles published in *The Times* of London between January 5 and June 5, 1903, and consists of matter collected in the winter of 1902-03 during the author's four-months trip to the United States. It makes no pretence of being a thorough study of American railway conditions and problems, but is rather a loose series of observations and impressions.

In many respects the author finds American railways inferior to those of Great Britain. Railways in the United States were largely built in advance of settlement, and there is hardly a line, he concludes, which is complete in the sense that the London and Northwestern is complete. "While, therefore, on the one hand, much is said about locomotives and cars in America of power or carrying capacity far in excess of anything to be found in England—and intended to deal with a freight traffic equally in excess of what is available here [in England]—on the other hand, one finds lines that cross one another or that pass along streets or thoroughfares on the level, lines imperfectly ballasted, and lines with trestle bridges, inadequate signalling arrangements, and primitive conditions generally, which would not be tolerated for a single day in the working of our own railways." "In respect to track," the author thinks that "the British railways, as a whole, are distinctly in advance of the American railways, as a whole, though the best of the latter are fully equal to the best of the former." "In the matter of fencing and carrying of the railways above or below the street level, the superiority is undoubtedly on the side of the British lines." "In the matter of signalling arrangements, the general system in the United Kingdom is superior to the general system in the United States." "With a few exceptions, American railway stations are distinctly inferior to railway stations in Great Britain." "Taking the ordinary type of rolling stock, I should say that the corridor

carriages to be found on the main-line trains of British railways, for the use of which no extra fare is charged (except in the case of sleepers), are far superior to the alleged first-class, or 'omnibus' class, of the American railways. The same is equally true of the newer type of compartment carriages on this side." "A comparison of casualties on the railway systems of the two countries is distinctly favorable to British railways, while with ourselves a greater degree of security is afforded by the guarantee that every accident will be the object of close and independent investigation by government officials."

Mr. Pratt recognizes certain excellent features of American railway management, and is especially impressed by the economies effected in the transportation of freight by increasing the size of cars and trains and the hauling power of locomotives. Owing, however, to the shorter haul and the feebler traffic on British railways, he believes "that it by no means follows that what can be done, and done with undeniable success, in the United States would be equally capable of application in our own country."

The conclusions of the author are essentially negative. "British methods are well adapted to meet British conditions, just as American methods are well adapted to meet American conditions, and there is very little for either to learn from the other."

WALTER E. WEYL.

*Philadelphia.*

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*Germany: The Welding of a World Power.* By WOLF VON SCHIERBRAND. Pp. vii, 376. Price, \$2.40 net. New York: Doubleday, Page & Co.

One is disposed to look with suspicion on a book that pretends practically to exhaust the whole subject of "Germany" within the compass of less than 400 pages. There is scarcely an aspect of his subject to which the author does not devote some space and attention. One's suspicion is heightened, moreover, by the journalistic tone of several chapters which do not rise above the level of average newspaper reporting. Yet there are parts of the book which are worth reading and pondering. Those to which the economist and the student of politics will turn with most interest are the chapters on "Political Life," "The Socialist Movement," "The Agrarian Movement," "The Tariff Problem," "Commerce and Manufacturing," "Shipping," and "Germany's Colonies."

Mr. von Schierbrand believes that Germany must be regarded as a "world power" for several reasons: (1) she stands foremost in military power; (2) by 1910 she will be the second maritime power in the world; (3) so far as ocean traffic is concerned, her merchant marine stands second; (4) her population, now approaching 60,000,000, has increased 8 per cent. within the last five years; (5) her foreign commerce is the second largest among nations. Above and beyond these reasons, however, the author very properly calls attention to the excellent technical education which Germany provides for her young men. Prominent exporting houses are accustomed to sending